HENRY O'REILLY 1858

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35TH CONGRESS, 1st Session. } SENATE. { MIS. DOC. No. 134.

# MEMORIAL

OF

# HENRY O'RIELLY

CONCERNING

*Military highways or "stockade routes" for protecting travelers and settlers, facilitating mail and telegraph communication through vast interior territories, and rendering the United States independent of foreign countries for trnasmitting mails between the Atlantic and Pacific States.*

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JANUAR 12, 1858.—Referred to the Committee on Military Affairs and the Militia.

Motion to print referred to the Committee on Printing.

Report in favor of printing submitted, considered, and agreed to.

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MEMORIAL of Henry O'Rielly concerning military highways or "stockade routes" for protecting travelers and settlers, facilitating mail and telegraph communication through vast interior territories, and rendering the United States independent of foreign countries for transmitting mails between the Atlantic and Pacific States; which "stockade routes" could be quickly rendered immensely valuable in connexion with the troubles in Utah and other regions remote from the federal metropolis.

1. This memorial of Henry O'Rielly, constructor of the first telegraph lines which electrically connected the United States, respectfully showeth:

2. That the failure of the federal government to furnish the protection of life and property which every American citizen should enjoy on at least two highways through the territories of the United States, (for convenience of the northern and southern parts of the Union,) has not only rendered us dependent on foreign routes with immense expenses for ordinary mail transportation between the eastern and western extemities of our confederacy, but has long prevented the extension of settlements and the establishment of express mails and telegraphic intercourse through the vast regions between the Mississippi and the Pacific States, (the telegraph lines between the Atlantic and the Mississippi having been established by this memoralist *ten years ago*, without any govermental assistance.)

3. That these and other great public advantages—advantages more fully set forth in his various memorials during the last ten years, set forth also in the proceedings of the St. Louis national convention of 1849, and in the resolutions of the Iowa, Nebraska, and other legis-

latures, specifically approving his proposals on those subjects, as shown in documents hereto annexed—may be quickly and economically realized by the American people generally, through the distribution of a couple of thousand dragoons in small parties along each of the two routes (northern and southern) through the territories between the Mississippi and Pacific States, inasmuch as the stationing of parties of twenty men at intervals of twenty miles along each of those routes would accomplish the objects with unparalleled promptness and economy—each party constructing its own stockade, like frontier settlers, and a portion of its dragoons riding each way every day, as patrols or sentinels, ten miles out and ten miles back—thus giving protection to travelers and settlers; while these patrols, moving with military precision, could transmit an express letter mail across our vast territories to the Pacific ocean in half the time now required, thus furnishing the safest, cheapest, and quickest mail route in the world, (where steam is not employed,) while at the same time furnishing better protection than was ever before extended to frontier settlers and travelers in any portion or period of our new territories; and in this way, while thus accomplishing great objects in the way of public defence and postal communication, affording incidentally the degree of protection required for the extension of telegraph lines through the territories of the United States, which territories, as far as postal facilities are concerned, are now more remote than Europe from the seat of our federal government, as witnessed in the difficulties of correspondence concerning the troubles in Kansas and in Utah.

4. The memorialist respectfully expresses the hope that if the President has not already adequate powers for thus stationing troops to protect intercourse through the territories, the requisite Congressional legislation will be effected in season to notify the public before next spring, as multitudes of enterprising settlers are ready to accompany the troops and stake out their locations for farms along the respective routes, the location of stockades serving as the foundations of towns along each of those highways across the public domain, which prompt action on the part of Congress would enable telegraphers generally (for the memorialist asks no special favors for himself or associates) to make speedy arrangements for extending lines through those vast territories which separate the Atlantic States from the newly organized governments on our Pacific coast.

5. The memorialist, in conclusion, respectfully refers to the various considerations urged by the authorities of Missouri, Iowa, and Nebraska, and by the St. Louis national convention of 1849, by which papers it will be seen that that convention expressly declared that the system of intercommunication proposed by the memorialist "is admirably adapted in every aspect in which it can be considered to the production of beneficial results;" while the legislatures of Iowa and Nebraska concurred in requesting their representatives to "use all proper efforts to procure the establishment of the policy herein advocated;" those legislatures declaring also that "this policy," if it had been adopted when first proposed by this memorialist, ten years ago, "would, ere this time, have caused the establishment of a continuous line of settlements, whereat settlers and travelers could readily find

sustenance and defence, together with postal and telegraphic facilities for communicating with their distant friends and with the business world, instead of being debarred from comfort and protection and correspondence for months (as at present) while traveling between the frontiers of Iowa and Missouri and the Pacific ocean."

All of which is respectfully submitted.

HENRY O'RIELLY.

NEW YORK, *January* 5, 1858.

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# APPENDIX.

(Referred to as a part of Henry O'Rielly's memorial.)

## A.

### ATLANTIC AND PACIFIC TELEGRAPH.

*Extracts from the report and resolutions published by the general committee of the national telegraph and railroad convention at St. Louis, 1849, approving O'Rielly's project for intercourse and correspondence across the American continent.*

At an early period during the past spring, the people of St. Louis, profoundly impressed with the importance of opening a commercial communication from the Mississippi to the Pacific, for the double purpose of binding to the Union our colonies on the western coast and of effecting a radical change in the route of commerce to China and the East Indies, assembled themselves in mass meeting to deliberate upon these important objects. In this meeting it was resolved that a *national convention* consisting of delegates from every State and Territory in the Union which might take sufficient interest in the grand object to appoint them, should be invited to assemble in the city of St. Louis, on the 16th day of October, to give expression to the will of the American people. After ample discussion, the following resolution, among others, was adopted:

*Resolved*, That the project of a great line of railway across the American continent is, in all its aspects, a national project; that, as such, it is due to every State and section of the Union that their opinions and views shall be heard, and their interests fairly considered; and that we deprecate any attempt to excite sectional jealousy, party rivalry, or personal feeling in reference to this important subject.

The mayor was then authorized to appoint a general committee of twenty-five citizens to address the people of the United States, and by correspondence and otherwise to secure a full representation in said convention. This committee was appointed accordingly by the mayor, and consisted of the following persons, viz:

L. M. Kennet, Tho. Allen, T. B. Hudson, M. Tarver, Henry Keyser, V. Stanly, A. B. Chambers, R. Phillips, John O'Fallon, Edward Walsh, John F. Darby, J. M. Field, L. V. Bogy, Geo. K. Budd, N. R. Cormany, John Loughborough, Charles G. Ramsey, J. C. Meyer, John Withnell, G. L. Lackland, Tho. T. Gantt, Tho. D. Yeats, Sam'l Gaty, O. D. Filley, A. Olshausen.

Acting in strict accordance with this magnanimous resolution, the general committee of twenty-five appointed by the mayor of St. Louis, of which I have the honor to be the chairman, at its first meeting constituted five sub-committees, viz: a committee to frame an address to the people of the United States; a committee of publication; a committee of finance; and a committee to prepare statistics for the use of the contemplated convention.

The committee upon the address were instructed to treat this subject as a great national measure, above all party considerations and all personal designs, in the construction of which the whole Union had a deep interest, and every section of it a right to have its sentiments considered. The duty imposed upon this committee, of which Thomas Allen, esq., was the chairman, was performed with fidelity and eminent ability. The committee of correspondence received a like instruction. That committee, of which A. B. Chambers, esq., was the chairman, conformed its action faithfully to the true spirit of the resolution of the people of this city.

Upon the committee of publication the duty was devolved of collecting from every one feeling an interest in the subject, essays and facts illustrative of the great purpose, and giving them to the people. In consequence of the prevalence of that most awful of calamities, the cholera, this committee, of which M. Tarver, esq., was the chairman, found it impracticable to accomplish much in reference to the objects for which it was constituted. The committee of finance, of which John C. Meyer is the chairman, has continued throughout to perform its duty with fidelity. Upon the committee on maps and statistics, of which J. Loughborough, esq., was the chairman, the duty was devolved of collecting and classifying facts and statistics illustrative of the project, together with accurate maps for the use of the convention. This was a most serious labor, and a most responsible duty; but I am gratified to believe that it was performed to the entire satisfaction of the general committee and of the national convention.

The first step taken by the committee on statistics was the composition, by its chairman, of the annexed essay upon a Pacific railway, which, after being approved by the committee of publication and the general committee of twenty-five, was inserted in the Western Journal. A large number of extra copies of that valuable periodical were ordered by the general committee for distribution; and we have abundant evidence, by letters from all parts of the Union, and through the public press, that its effect upon the public opinion of the country has been eminently beneficial.

Upon the day appointed for the organization of the national convention, the delegates met in the court-house in this city. The Hon. Abner T. Ellis, of Indiana, was unanimously called to preside over the assembly pending the appointment of its permanent officers. A

committee was then appointed to select permanent officers for this convention, and reported the name of the Hon. Stephen A. Douglas, of Illinois, as president of the convention, with a vice president from each State represented, and several secretaries; all of which nominations were unanimously concurred in by the convention.

The following States were represented in the convention, viz: Missouri, Illinois, Indiana, Kentucky, Pennsylvania, New York, Ohio, Iowa, Wisconsin, Michigan, Virginia, Tennessee, New Jersey, and Louisiana. The whole number of delegates was eight hundred and thirty-five.

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[As a pioneer of railroads and settlements, the St. Louis report makes the following statements:]

### A TELEGRAPH TO THE PACIFIC.

*The necessity of such a line.*—In the present condition of things, it is almost impossible for the government of the United States to retain in its hands any supervisory control over the affairs of California and Oregon, without subjecting the citizens of those colonies to inconveniences and privations which no liberty-loving people can be expected to bear with for any great length of time. These colonies will, ere long become States; their manufacturing and commercial power is rapidly on the increase; the capital of a large number of the enterprising cities of the Union is daily seeking investment on the coast of the Pacific; thousands of young men of intelligence and energy are annually emigrating to those countries, leaving families and friends here: the ships of our merchants are multiplying upon this great ocean; and new extensive and important commercial relations are opening with the thronging millions of China and the Indies. We have now a considerable military and naval force stationed on the Pacific coast; we are conducting important surveys of coasts and harbors; we shall soon be compelled to establish a system for the government and amelioration of the condition of the numerous Indian tribes, whose very names were, until recently, unknown to the civilized world, a new general survey of more than one hundred thousand square miles of territory, west of the mountains, must be made at an early period, numerous land offices established, and regulations framed for their government; and we shall find it necessary to enter upon a botanical and geological examination of this vast region, for the purpose of tracing the medicinal and useful properties of a new system of vegetable life, and of developing those immense mineral resources which have already excited the enterprise of the whole world. How can all this be done without a line of telegraph to the Pacific?

Again: with an energy and industry which have excited the admiration and astonishment of the whole Union, that peculiar people, the Mormons, have established themselves upon a rich valley interposed between the stupendous chain of the Timpanogos mountains and the Utah and Salt lakes. There their admirable organization, strict discipline, and general conformity of habits and opinions, have enabled them to accomplish more in four years than could have been

accomplished in fifty by a people analogous in principles and habits to the great mass of the people of the United States; and we are almost constrained to believe that Providence has guided these people into this isolated region for the express purpose of subduing a wilderness which would have appalled any other class of American citizens. Already have these people met in convention, and framed a constitution, with the view of applying at the next session of Congress for admission into the Union. In a few years more, groups of settlements and civilization will be scattered through the three "Parks," Bear River valley, the delightful valleys towards the sources of the Missouri and Columbia, and along the western base of the Wahsatch chain, to the valley of the Joaquim; and the State of Deseret will be surrounded by other communities, emulating it in the race of improvement and civilization. If we are to retain political connexion with all these extensive and valuable colonies, how are we to do it, save by the instrumentality of the telegraph and railway? It is obviously impracticable; and for these reasons, every public journal and every public man of respectability in the Union—so far as we have been enabled, after extensive correspondence, to ascertain—is decidedly in favor of taking prompt and efficient measures for the construction of these important works; and the whole people have sanctioned the policy without a solitary dissenting voice.

*A plan for its immediate construction.*—For this portion of this article we are indebted to Henry O'Rielly, esq., who has studied the subject with great care and attention for some years past, and whose eminent practical ability entitles his views to the serious and favorable consideration of the convention and of Congress. We have only to add, in introducing it, that we have ourselves traversed more than half the distance to the Pacific, and there made extensive collections of facts touching the character of the country, the trade with the Indian tribes, and the characteristics, condition, and resources of these tribes; and that, in our estimation, the scheme proposed by Mr. O'Rielly is admirably adapted, in every aspect in which it can be considered, to the production of beneficial results. This, too, we know to be the opinion of a number of intelligent persons who have been familiar for many years with the whole western territory and its contents.

The Congress of the Union have already authorized the construction of a line of posts from our western border to the Pacific, and directed a regiment of dragoons to be so distributed as to furnish a competent garrison to each. Of this contemplated line, two have been already built—one at the mouth of Table creek, near St. Joseph, and the other at Grand island, in the Platte river; and two more have been purchased—Fort Laramie, situated on Laramie's fork of the northern fork of Platte river, near the entrance into the Black hills, and Fort Hall, situated on the Lewis fork of the Columbia river. The objects which Congress had in view were to furnish protection and supplies to the emigrants and traders to Oregon and California, and to exercise a salutary restraint upon the Indian tribes. These posts are evidently situated too far apart to accomplish the purposes contemplated; for it is obvious that emigrating or trading parties, if attacked fifty or one

hundred miles from either of them, could not obtain relief until it was too late to be of any avail to them. As respects supplies, it is certain that no adequate quantity of them can be collected at these posts without a very extravagant cost in transportation; and, lastly, no effectual curb can be put upon the Indian tribes when the soldiery are collected into large parties at great distances from each other.

Mr. O'Rielly proposes that the Indian title be extinguished to a band of soil—say five miles on each side of the designed line of telegraph and railway; that palisade or brick forts, with ample enclosures, shall be erected, at distances of twenty miles apart, from the western border to the bay of San Francisco; that these enclosures shall be large enough to accommodate the garrison and give shelter and protection to parties of one hundred men with their animals and teams; that twenty dragoons shall be placed in each one of them: that a telegraph apparatus shall be placed in each: that a line of wires shall be constructed from the frontier to the bay; that Congress shall advance for its construction a fair sum, in consideration of which the perpetual use of it shall be secured to the government, or that the Congress shall give himself and associates, or other competent parties, the simple right of way, with the protection herein provided, paying for the despatches of the government at a fixed reasonable rate; that a daily mail shall be carried across the continent by the dragoons, each one being required once in fifteen days to carry the mail-bag, or drive a cart, to the centre of the intermediate spaces, there exchange bags, and return; that donations of land shall be made, for a limited period, to such persons, with or without families, as may actually settle upon the belt of land on which the Indian title has been extinguished; that the supplies of posts, in bread, cattle, and vegetables, shall be purchased of these settlers at a reasonable rate; that they shall be sworn not to introduce, under any pretence whatever, ardent spirits of any kind into the territories west of the State line and east of the Sierra Nevada; that they be authorized to give employment to such members of the Indian tribes, male and female, as shall evince a disposition to betake themselves to the pursuits of civilized life; and that the commanding officer at each post, alone or with other associates, shall be constituted into a civil and criminal tribunal, to do justice between the settlers, the emigrants, the traders, and the Indian tribes, with the privilege of appeal, in appropriate cases, to one supreme tribunal, to be fixed at some point along the line.

The more we have reflected upon this scheme, the more firmly are we convinced of its feasibility and utility. 1. It is, of course, absolutely necessary that the Indian title should be extinguished along the line of the contemplated telegraph and railway; and, moreover, it will be but an act of justice to compensate those tribes for the direct and fatal injury these works will inflict upon them by driving out the game—their only present means of subsistence. In this particular they have already seriously suffered in consequence of the extraordinary number of emigrants and traders who have passed through their territory. If this whole system shall be adopted, a portion of this compensation to them should consist of agricultural

implements and domestic cattle. 2. The palisades here recommended are of easy and cheap construction. They should be built in imitation of the traders' forts, and of those dotted all over British America by the Hudson's Bay Company. The soldiers themselves can construct them, without any cost whatever to the government. 3. Of course, they should be large enough to contain, in case of necessity, from one to two hundred persons. One hundred individuals are as many as can traverse the plains and mountains with any convenience, and parties should be limited to that number by law. Occasional jars with the Indians must, of course, occur. In these cases, a place of security, such as these palisades, may be necessary as a resort for the settlers until peace is restored. 4. Thirty soldiers are ample protection to each other, and, assisted by emigrants and settlers, can overcome a war party of six hundred Indians with ease. This number of trappers have been known to take beaver in the Blackfoot country for months together; and this is the fiercest and most implacable tribe between the Mississippi and Pacific. A party of twenty men has always been considered strong enough in any region south of the valley of the Yellowstone.

5 and 6. With a telegraphic instrument at each of these posts, a break in the wires could be discovered in a very brief space after it occurred, and the re-connexion can be made in an hour or two at any time. The posts would generally be secure, for Indians do not work to annoy their enemies; and in all our travels we have yet to see a male Indian chop a sapling down four inches through! Besides, there is no better reason for anticipating an injury to a telegraph line than to the forts of the traders; and an injury to the latter has very seldom occurred, although nothing is more common than for a party of a half-dozen white traders to remain at a fort for weeks together, alone, with large supplies of goods, and even alcohol, the Indian's nectar. Indians are like all other people; unless wantonly aggravated into passion, they duly consider their own interests.

7. It would probably be preferable for the government to advance a round sum at once, to aid in the construction of this line, instead of paying perpetually, even at half the usual rates, for its despatches. It seems to us that, at very moderate rates, the tax upon the government would be very considerable. However, this is a matter for the deliberate consideration of Congress. Whoever constructs it would probably prefer that nothing should be advanced, as their profits would be enormously enhanced.

8. This system for carrying the mail across the continent is one which will cost the government nothing. Upon any other plan of carrying the mail, the contractors must be paid a large sum, and the carriers must be furnished with a competent guard. Five thousand dollars per trip for carriers and guards seems to us a moderate estimate for the cost of a mail on the usual system. A semi-weekly mail would cost, at that rate, $520,000 per annum. With the arrangements herein proposed, a mail will cost nothing, and the soldiers themselves will be absolutely benefited by this amount of active service.

## B.

### *Intercourse between the Atlantic and Pacific States—Overland route, &c., &c.*

STATE OF IOWA—IN GENERAL ASSEMBLY.

The rules of the senate having been suspended for the purpose, General Shields, senator from Dubuque, introduced the following preamble and resolutions, founded on the memorial to Congress from Henry O'Rielly, which, after three readings, were unanimously adopted; and the house of representatives concurred in the same—the governor adding his approval, as shown by the official signatures. (January 25, 1855.)

### *Protection of intercourse between the Atlantic and Pacific States by an overland route.*

JOINT RESOLUTIONS of the General Assembly of the State of Iowa concerning the protection of settlers and emigrants between the Mississippi valley and the Pacific ocean, including the establishment of postal and telegraphic correspondence across the American continent.

Whereas the alarming increase of robberies and murders perpetrated on travelers and settlers by the Indian tribes between the Missouri river and the Pacific ocean, added to the difficulties ordinarily incident to the journey across the vast regions between those points, renders it indispensable that immediate measures should be taken by the federal government to protect at least one line of travel between the Mississippi or Missouri and the Pacific, by proper distribution of troops for guarding against the outrages and horrors to which American citizens are now constantly subjected in traveling across American soil between widely-separated portions of American territory;

And whereas it is the duty of all governments to furnish adequate protection to the people for whose welfare they were instituted—a duty which all civilized governments, including the American government, recognise in theory, and which the American government practises in reference to persons claiming its protection in foreign lands, whether it be in the rescue of shipwrecked sailors from Japan or the rescue of persons like Koszta from the fangs of European tyranny;

And whereas it is believed that the requisite protection for travelers and settlers can be secured (without additional expense) by a proper distribution of comparatively small numbers of troops in subdivisions, stockaded along any one or more of the routes between the Mississippi or Missouri and Oregon and California; thus rendering it practicable to accomplish the journey safely, to establish a continuous line of settlements, and to quicken the transmission of the mails between the Atlantic and Pacific; and thus incidentally, by affording adequate protection, rendering practicable the completion of telegraph lines between the Atlantic and Pacific States of this confederacy.

And whereas it is particularly due from the federal government that the enterprising settlers between the Missouri and the Pacific shall be protected in their lives and property while encountering the toils and dangers of pioneering in the civilization of those immense regions; and that this protection is the more important, from the fact that, while thus affording proper protection for settlers as well as travelers, the protection thus afforded would incidentally facilitate correspondence by mail and telegraph between the American people dwelling on opposite sides of the continent, as well as at shorter intervals apart, through the whole extent of the vast line of travel between the Missouri and Pacific, as aforesaid, thus bridging North America by postal and lightning facilities for quickening the correspondence between Europe and the countries bordering on the Pacific ocean:

*Be it, therefore, resolved*, That, in the opinion of the general assembly of the State of Iowa, the subjects in the foregoing preamble should claim the immediate and favorable action of the Congress of the United States; and that immediate measures should be taken for distributing the troops intended for protecting the western settlements against Indian depredations, so that parties of fifteen or twenty dragoons may be stationed in stockades (built like trading posts) twenty or thirty miles apart, requiring only from one to two thousand of the troops intended for the protection of emigrants and settlers, along some route across the plains and mountains between the Missouri and the Pacific, as proposed in O'Rielly's memorial to Congress, which was approved by the national railroad convention at St. Louis in 1849, and on which was founded the bill for effecting the objects in the United States Senate in 1852; some of those troops from each stockade to patrol the route daily between the stockades, and to transmit an express letter mail along the whole route between the Mississipi or Missouri and the Pacific, with greater speed and far less cost than any mail carried off a railroad route in America; and with this great advantage, that, whereas the present mails between the Atlantic and Pacific States touch only at the two ports of New York and San Francisco, the overland mail route here advocated would afford its benefits to the whole country along its route—each stockade, or the town which would speedily be erected thereat, serving as a postal station as well as a telegraph depot for the distribution of intelligence among the people settled and traveling through all those vast regions, as well as for the transmission of governmental despatches between the Atlantic and Pacific sections of the Union.

*Be it also resolved*, as the opinion of the general assembly of Iowa, that such arrangements for the protection of life and property, if faithfully carried out with military precision by relays or patrols from each stockade, would guarantee the transmission of daily express letter mails between the Missouri and the Pacific—a distance of about two thousand miles—in about half the time now consumed between New York and San Francisco; thus incidentally rendering this line one of the best and quickest mail routes in the world, and also the most economical, if the mounted soldiery should, as they might advantageously, transport light letter mails, without extra expense,

while performing their daily patrol duty along the route, thus protecting and encouraging traveling and settlement in the most efficient manner, and offering inducements for the immediate cultivation of lands along the route, for supplying emigrants and travelers, and at the same time incidentally securing the early construction and efficient protection of telegraph lines, which would "annihilate time and space" by the rapidity of their communications between the Atlantic and Pacific divisions of the United States.

*Be it therefore resolved*, That the senators and representatives of the State of Iowa in the Congress of the United States be, and they are hereby, requested to use all proper efforts to procure the establishment of the policy herein advocated—a policy which, if it had been adopted when first proposed seven years ago, would ere this have caused the establishment of a continuous line of settlements, whereat emigrants and travelers could readily find sustenance and defence, together with postal and telegraphic facilities for communicating with their distant friends and with the business world, instead of being debarred from comfort and protection and correspondence for months (as at present) while traveling between the frontiers of Iowa and Missouri and the Pacific ocean.

*And be it further resolved*, That the governor of the State of Iowa be and he is hereby requested to transmit to each of the senators and representatives of this State in Congress, copies of the foregoing preamble and resolutions.

REUBEN NOBLE,
*Speaker of the House of Representatives*
MARTIN L. FISHER,
*President of the Senate.*

Approved 25th January, 1855.

JAMES W. GRIMES.

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## C.

### MISSOURI.

(From the message of Governor Price, December, 1854.)

The extension of our dominions to the shores of the Pacific, the rapid growth of communities on that coast, and the multiplication of our commercial relations with Eastern Asia and the western borders of South and Central America, have at last awakened the public mind to the importance of opening new and more rapid lines of communication between the valley of the Mississippi and the western limits of our possessions. Intelligent, enterprising, and patriotic individuals have devoted their talents and time to the subject, and a number of plans for the construction of a railroad have been laid before the public. Such a work must be either northern, southern, or central. If it be a northern one, its eastern terminus would probably be in Wisconsin or northern Illinois, thus enabling the northwestern States to monopolize the advantages and profits. If it be a southern

one, its eastern terminus will be probably at Galveston or New Orleans, thus enabling the southwestern States to hold a like monopoly. If it be central, its eastern terminus would be at some point on the western border of this State, and the products of our traffic with those of the country watered by the Pacific and its tributaries might be thence distributed, by means of branches, to every section of the Union; thus giving all the States as equal a participation in the benefits as it is possible to give them. It is to be hoped, therefore, that Congress, in whatever it may do to encourage the construction of this great work, will not weaken the bonds of the Union by sectional partiality.

That such a road can be constructed at a reasonable outlay, on any one of a number of lines between our northern and southern frontier, has been abundantly demonstrated That if constructed upon a central one, it will strengthen the bonds of our Union, multiply communities west of us, bring into cultivation many millions of acres which must otherwise continue to be a wilderness, develop vast beds of rich mineral resources, and augment our national wealth, by an increase of our revenues, manufactures, domestic and foreign commerce, is so clear, that arguments to prove it would be a work of supererogation.

Intimately connected with this subject, being only an additional means of communication, is the construction of a line of telegraph and the carriage of a daily mail across the continent. Under our present arrangement, letters arrive at New York from San Francisco in twenty-five to thirty days, and in St. Louis in thirty to forty days. If a line of enclosures, such as the fur traders erect, were built at distances of thirty miles from one to another, from our border to San Francisco and Oregon, a daily mail could be carried (at least a letter mail) in seventeen to twenty days, through the whole year; thus reaching St. Louis and New York earlier than at present, and at little over one-half the present contract price. These posts would afford protection to our emigrants and traders, and be also telegraph stations, bringing us at once into hourly communication with our brethren on the Pacific.

The United States unquestionably owe protection to their emigration and infant communities. That they are not sufficiently protected is very evident from the bloody and cruel massacres which have been so frequently perpetrated against them. If Congress should determine to provide more effectual means against such distressing occurrences in the future, a regiment of a thousand troops, garrisoned in these posts, would give the necessary protection, and might be required to carry the mails between our western border and the Pacific. The whole amount necessary for the pay, equipment, and support of these troops would not exceed one-half the sum now paid for transporting the mails between New York and San Francisco. The protection thus afforded would induce an immense travel upon this line, that would prefer the inland route to the circuitous and dangerous one by sea. It would also cause a line of settlements to spring up along these posts that would soon be able to furnish shelter, necessaries, and even comforts to the traveling community, which again, in their turn, would increase, encourage, and invigorate the settlement.

Thus would be formed a great chain of settlements spanning the continent; and a grand highway of emigration, travel, and trade would be opened.

It is needless for me to expand this subject into all its details. They will suggest themselves to every reflecting mind. There are numbers of our enterprising citizens who are anxious to undertake the construction of a line of telegraph and the carriage of such a mail, if they can only receive as much encouragement in these enterprises as is given at every session of Congress to schemes of much inferior importance. A grant of 500,000 acres of land to this State, or to the Territory of Kansas, would enable either to contract for and secure the construction of a Pacific telegraph. These would be but the precursors to a great line of railway, which, when completed, would bring all our possessions into such intimate communion as would create as profound attachment to the constitution and the Union at the circumference as in the centre of the confederation. I recommend to you such action on those subjects as will stimulate our senators and representatives in Congress to zealous efforts in behalf of these works, and the Congress itself to more efficient and decisive measures.

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## D.

(From the Iowa Capital Reporter, January, 1855.)

### MESSAGE OF THE GOVERNOR OF NEBRASKA.

Acting Governor Cuming, in his address to the Nebraskans, upon the stormy 16th, endorses substantially the suggestions of O'Rielly's memorial as to the establishment of an overland mail route; urges the passage of laws to accelerate progress in the various departments of commerce and manufactures; favors the enactment of provisions insuring a supply of timber, by raising forests upon the arable soil; advises a specimen of every mineral found in the Territory to be deposited in a territorial cabinet at Washington; recommends the organization of volunteer companies for self-protection; and alludes at length, and with great fervency, to the doctrine of popular sovereignty.

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### NEBRASKA.

(From the message of Governor Cuming, January 17, 1855.)

One of the principal subjects of general interest to which, next to the enactment of your laws, your attention will be directed this winter, is that of a Pacific railroad. You have acquired, in respect to this, an acknowledged precedence; and the expression, in your representative capacity, of the wishes of your constituents throughout the vast extent of your territory, may have a potent influence, together with the efforts of your friends, in promoting the construction of such a road up the valley of the Platte.

Many reasons lead to the conclusion that such a memorial from you will be of practical efficacy in contributing to the speedy consummation of such an enterprise—an enterprise of such absolute necessity as a means of intercommunication between the Atlantic and Pacific States, and as the purveyor of a lucrative commerce with India, China, and the Pacific islands. Among these are the facts that the valley of the Platte is on the nearest and most direct continuous line from the commercial metropolis of the east, by railroad and the great lakes, through the most practical mountain passes, to the metropolis of the west; that it is fitted by nature for an easy grade; and that it is central and convenient to the great majority of grain growing States and of the northern portion of the Union, being situated in latitude 41 degrees north, while the majority of the people of the whole country are between the 38th and 46th degrees of north latitude. It seems to me that it will be the desire of the friends of this great enterprise—one of the most prominent and important of all the measures of national development upon this continent now under the consideration of the people of the United States—to act immediately in the selection of routes and to establish a permanent policy, the details of which may be practically prosecuted in the coming spring; and I sincerely hope and believe that your legislative memorial in Congress may have its legitimate weight in the decision of a question of such momentous interest.

In view, however, of the uncertainty arising from the sectional conflict with which the subject is surrounded, I would respectfully suggest that such a memorial should urgently, if not principally, ask for a preliminary provision, from granting which the general government will scarcely be deterred by considerations of policy or economy. I refer to a proposition presented to Congress, eight years ago, for "telegraphic and letter mail communication with the Pacific, including the protection of emigrants and formation of settlements along the route through Nebraska, Utah, California, and Oregon, the promotion of amicable relations with the Indians, and facilitating intercourse, across the American continent, between Europe and Asia and the islands and American coasts of the Pacific."

This plan is substantially that, instead of, or in addition to garrisons at isolated points, parties of twenty dragoons shall be stationed at stockades twenty to thirty miles apart, on a route designated by the Executive of the United States, as a post road between the Missouri river and the Pacific; that express mails shall be carried by said dragoons riding each way and meeting daily between the stockades; thus affording complete supervision and protection of a line of electric telegraph constructed by private enterprise.

By such an arrangement, in which every detail is subject to free public competition, a line of telegraph may be opened within one year to the Rocky mountains, and a largely increased mail transported in half the time now required, and with perfect security, between the Atlantic and Pacific States; at the same time giving complete protection to the thousands who annually travel on the route, and conducing not only to the settlement of Nebraska, but of the vast regions between us and our fellow-pioneers upon our western coast.

Such an emigrant highway would afford one of the best and speediest mail lines in the world, giving efficiency to the troops already in service for purposes of protection, encouraging emigration, and making a continuous series of settlements and cultivated farms around the stockades, between which individual or corporate enterprise will the more speedily construct the long desired and expected Pacific railroad.

The location of Nebraska, remote from but intermediate between the Atlantic and Pacific, indicates the necessity of facilitating intercourse between its inhabitants and their fellow-citizens on the shores of both oceans. It is the duty of governments to defend life and property, and protect and quicken communication between all portions of their domain; and this requirement is especially imperative upon the federal and State governments of our widely extended Union, in respect to territories where civilization is struggling for a foothold, and the farms and firesides of whose pioneers have a just claim upon the protection of a power whose fleets are traversing every sea for the defence of its citizens.

Aside, too, from the direct practical blessings of such a system faithfully carried out in all its details, and its immense effect on the correspondence and business of the world, the project acquires additional importance from the fact that it will contribute to bind together States far separate and of diverse interests in the commercial fraternity and sympathy of an inseparable union.

We may reasonably expect that a memorial advocating the advantages of the Platte valley as a route for the Pacific railroad, and urging especially and strenuously the immediate adoption of a policy similar to the above, would not be without its influence upon the deliberations of Congress.

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(Referred to as a part of Henry O'Rielly's memorial.)

## E.

### *Nebraska Legislative Resolutions, (or Memorial.)*

In accordance with the spirit of the foregoing recommendations in the governor's message, the Nebraska legislature unanimously adopted the resolutions previously adopted by the Iowa legislature (marked B) *mutatis mutandis*, and requesting the delegate from Nebraska (Colonel Chapman) to present those resolutions to Congress as a memorial from the legislature of Nebraska praying for the prompt action of Congress in carrying into effect the system of intercommunication and protection proposed by Henry O'Rielly, in connexion with the completion of the Atlantic and Pacific telegraph.

The annexed extract from acting Governor Cumings's message to the legislature on the 9th December, 1857, indicates the firmness and zeal with which this proposed policy is cherished in Nebraska Territory.

(Referred to in memorial of Henry O'Rielly.)

F.

*Nebraska.—Governor's Message, Dec.* 9, 1857.

[Extract.]

The memorial for the proper distribution of troops along the emigrant route should also be renewed in connexion with an application for grants of lands for railroads. * * * We may congratulate each other, however, on the actual commencement of a work of approximate and preliminary importance. The arrangements for the completion of the second division of the Atlantic and Pacific telegraph, from the Missouri river to the Pacific, have been perfected under the direction of Messrs. Henry O'Rielly, John J. Speed, and other eminent contractors and practical telegraphers.

While the public pulse has been so quickened by the hope of an oceanic communication between the Old and New worlds, comparatively little has been said in respect to a line of more direct benefit to our own country—to be built without either money or favor from the government, and requiring only such protection as the interests of the country demand for the security of emigrants. The proprietors solicit only a proper distribution of government troops in garrisons (stockades) separated by a reasonable distance, and having a certain and daily communication by means of detachments, (or patrols.) By troops thus apportioned, the letter mails could be regularly transmitted, travelers protected, railroad projects advanced, the country colonized, and the telegraph line completed in a short space of time, without additional expense to the general government. The citizens of the west cannot regard with indifference so public-spirited an effort, and in which the only encouragement asked is that protection of intercourse which should long since have been conceded in justice to western interests.